

THE NAVY AND COAST GUARD PB-1: A SUMMATION

by Scott A. Thompson

THE B-17 FLYING FORTRESS WAS PRESSED INTO A MULTITUDE of different military roles after the end of World War II. Though its service as a heavy bomber ended with the war, it enjoyed a strong presence in U.S. military forces through 1960. The USAF employed the type for diverse missions such as air-sea rescue, electronics and engine testbeds, reconnaissance, cargo and VIP transport, and unmanned drones for test programs. The Navy utilized the B-17 as the PB-1W for airborne early warning, while the Coast Guard found the type useful for air-sea rescue. What follows is a compilation of those B-17s used by the Navy and Coast Guard in the years between 1945 and 1960.

The Navy PB-1W—The Navy PB-1W melded the concept of the long-range, fixed-wing, land-based airplane with the development of airborne radar to create the forerunner of what, today, has become known as the Airborne Warning and Command System (AWACS). Initially conceived to deter Japanese Kamikaze attacks against U.S. carriers in the last days of World War II, the Navy found their B-17G/radar combination to be an increasingly useful tool to provide long-range fleet protection against air, surface, and submarine attack. Though developed too late to see action in World War II, the *Flying Fortress* performed the unsung role as the first-generation AWACS platform. The tactics and capability learned using the B-17 during these formative years have carried forth to the 1990s as a critical factor in modern American warfare. The concept of having a radar-equipped airborne combat control center with the ability of directing both offensive and defensive efforts, with real-time information and instant communications capability, was pioneered by the U.S. Navy's use of the B-17. The aircraft performed the task so well that through the late 1940s the Navy was desperately seeking a source of new or near-new B-17 airframes to serve as the basis for additional conversions to the PB-1W configuration. Surprisingly, consideration was even given to putting the airplane back into production. However, second-generation designs such as the Lockheed WV-1 *Constellation*, which were engineered from the beginning as radar platforms, supplanted the PB-1W beginning in the early 1950s. Nonetheless, the venerable B-17 served in Navy



CG 77255 early in its Coast Guard utilization. This view shows to good advantage the Higgins lifeboat. The PB-1G had a version of the SCR-717 radar set installed in the former position of the B-17G chin turret.
(USCG via Todd Hackbarth)



combat squadrons through 1955 and were the last front-line *Fortresses* to serve the American military.

The U.S. Navy obtained, by transfer or loan, a total of 79 B-17s from various sources between 1945 and 1950. Of these, 50 were formally acquired and assigned Bureau of Aeronautics serial numbers as follows: 21 PB-1Ws; 16 PB-1Gs (subsequently transferred to the USCG); nine PB-1s (six for parts); two XPB-1s; one XPB-1W; and one PB-1U (unofficial designation). Twenty-eight B-17s were obtained solely as a parts source (and not assigned Bureau numbers), while one B-17 was loaned by the Army Air Forces to the Navy for use in a test program.

Thus, of a total of 79 B-17s under the jurisdiction of the Navy, only 21 were actually employed as Airborne Early Warning platforms. These aircraft were supplemented by another six operational PB-1s of various configurations, plus a borrowed USAAF B-17, to reach a total of 28 B-17s which were actually active in the USN inventory between 1945 and 1955.

The number of PB-1Ws available at any one time was apparently limited by the availability of AN/APS-20 radar sets, and the radar units were swapped back and forth as aircraft were overhauled.

PB-1W Acquisition—The Navy acquired its first B-17 in the spring of 1945 when a USAAF B-17F was transferred to the Naval Air Experimental Station at Philadelphia, Pennsylvania, for a series of test programs.

With the advent of the Cadillac II program (land-based long-range Airborne Early Warning), the USAAF set aside 20 new Douglas-built B-17Gs and transferred them in early July



PB-1W BuNo 77236 with Navy Airborne Early Warning Squadron Two (VW-2) in 1954. The aircraft of VW-2 retained the markings of its predecessor squadron, VX-4. Note that the AN/APS-20 radar and bulbous radome were not installed in this PB-1W when this photo was taken.

(W. Balogh via Dave Menard)

Another VW-2 PB-1W was BuNo 77237, which spent most of its Navy utilization with VX-4, and then VW-2. Though this aircraft was sold as surplus equipment and received the civil registration of N5236V, it was ultimately scrapped at Dallas-Love Field in Texas, and never saw any civil service.

(H.G. Martin Photo from the Robert Pickett Collection, Courtesy Kansas Aeronautical Historical Society and A.K. Grantham)

A pair of surplus PB-1Ws were resurrected from the scrap pile at Dallas-Love Field in 1961 and flown to England for use in the filming of *The War Lover*. Both were scrapped after the filming. The two PB-1Ws are shown here with a third B-17G (N9563Z, now with the National Warplane Museum, Geneseo, New York) on location in England.

(MAP)

1945 to the Navy at Johnsville, Pennsylvania. These aircraft were in the last part of the last block of B-17Gs built by Douglas at Long Beach, California, and were serialized between 44-83855 and 44-83884, with gaps for aircraft otherwise assigned. These 20 B-17s formed the nucleus for the Navy's





PB-1W program, although one (BuNo 77241) was never modified and continued to operate as a standard B-17G.

In the summer of 1945 two additional B-17s were transferred to the Navy for use in radar development programs, and these aircraft became XPB-1s or XPB-1Ws. One surplus B-17G was obtained by the Navy from the War Assets Administration for use in an engine test program as an XPB-1. Six surplus B-17Gs were obtained from the WAA for parts. These aircraft were all assigned Navy serial numbers. One weary B-17G was also loaned by the USAAF and it was informally operated by the Navy as a PB-1W but had no Navy serial assigned.

A USAF EB-17G was loaned to the Navy in 1947 for use as an engine testbed and it was apparently added to the Navy inventory as an XPB-1 and assigned a Bureau number even though it also remained with the Air Force in its records.

Of the 16 PB-1Gs transferred to the Coast Guard through the Navy in 1946, three were returned to the Navy in 1948 for use as parts sources, and these aircraft were reassigned their old Navy serials while their ultimate fate was being considered.

In late 1947 the Navy was desperately trying to find either a source of low-time B-17s or a reliable spare parts source for B-17 parts. The Navy surveyed 50 surplus B-17s at Altus, Oklahoma, for possible acquisition, and was close to obtaining the aircraft when the Chief of Naval Operations refused to spend money for the aircraft.

A total of 30 surplus Air Force B-17s were acquired by the Navy in late 1949–early 1950. Of the 30, two had been earlier modified to a basic PB-1W configuration by the Navy for the Air Force which operated them as EB-17s. These two were taken on the Navy inventory as PB-1Ws and assigned Navy serials. The remaining 28 were scrapped at NAS Norfolk for parts to support the operating PB-1Ws.

PB-1W Disposal—The Navy began the PB-1W disposal process as early as 1948 when a number of B-17 airframes were scrapped for parts to support active PB-1Ws. At least 10 airframes, including three PB-1Gs obtained from the Coast Guard and six obtained from a war surplus yard, were scrapped for parts. In late 1954 two PB-1s (BuNos 77241, 83992) were withdrawn from service and disassembled at NAS Norfolk for parts support. Three PB-1Ws (BuNos 77137, 77234, and 77242) were probably scrapped at Norfolk in 1955 after the Navy had stricken them from their inventory. (Evidence has recently come to light that suggests these three PB-1Ws, plus two other PB-1Ws, were returned to the USAF in 1954 or 1955, reassigned their old USAAF serials, and operated from Patrick AFB for missile range patrol.)

However, by far the largest disposal action concerning the PB-1 occurred after the Navy made available the PB-1Ws in storage at NAF Litchfield Park on 10 July 1956. Indeed, the availability of 16 aircraft made these Navy PB-1Ws the single largest contribution to the postwar civil supply of *Flying Fortresses*. Three of these 16 PB-1Ws survive today.



The 16 PB-1Ws were sold in three groups. One was sold to a Canadian survey firm and was ferried to Canada with a Canadian civil registration. BuNos 77226 and 77235 were sold by auction to Aero Service Corporation on 1 October 1957, the first to become a parts source to support the second in the aerial survey firm. They were registered as N7228C and N7227C, respectively.

Finally, a group of 13 were sold by auction on 2 December 1957 to the American Compressed Steel Corporation of Dallas, Texas. They were issued a registration block between N6460D and N6471D (and one out of sequence: N7726B) upon the request of a local aircraft broker. American Compressed Steel also had a block of registrations assigned between N5225V and N5237V. The latter registrations prevailed and were issued by the FAA. The 13 aircraft were ferried from NAF Litchfield Park to Dallas-Love Field in 1958 and were parked. This group became the source for many of the civil B-17 air tankers active through the 1960s and 1970s though a number of others were exported to South American countries. One (BuNo 77237, N5236V) never left Dallas-Love and was scrapped on site.

One particularly interesting rumor circulating at the time, though not verifiable nor even plausible, has the group of 13 PB-1Ws earmarked for revolutionary Fidel Castro to equip his meager air force with some bombing firepower in his effort to overthrow Batista and the government of Cuba in the late 1950s. American Compressed Steel Corporation was later linked with CIA efforts to smuggle surplus military aircraft to numerous countries in Africa and South America so perhaps the rumor is not so farfetched at that. In any event, most of the PB-1Ws parked at Dallas-Love Field were quickly reduced to derelicts and remained as such into the early 1960s. Most

were eventually rescued by civil operators.

In summary, 16 surplus PB-1Ws made it into the civil fleet in 1957. Of those, two were employed by an aerial survey firm; one of these eventually became an air tanker and was later destroyed while the other exists today with the Confederate Air Force and remains airworthy. One was purchased by a Canadian aerial survey company and used as a parts source until scrapped in 1962. Of the remaining 13 (which were initially parked in storage at Dallas-Love Field), one was scrapped at Dallas and saw no civil service. Of the 12, two were rebuilt and flown to England for the 1962 production of *The War Lover* and were scrapped after the filming. Six went south of the border for use in the Latin American civil fleet. All of these were destroyed in Latin American service save one, which was returned to the U.S. in the early '60s, was converted to an air tanker, and crashed in 1972. Of the other four PB-1Ws at Dallas-Love, one was converted to a transport configuration and crashed in the Caribbean in 1964. Three were converted to air tankers, one of which crashed and was destroyed. The two other air tankers survived and today are displayed in museums as USAAF B-17Gs. One can be viewed at the RAF Bomber Command Museum at Hendon, England; the other is at the Eighth Air Force Museum at Barksdale AFB, Louisiana.

The Coast Guard PB-1G—The U.S. Coast Guard took advantage of the availability of surplus Army and Navy aircraft at the end of World War II to obtain a number of new B-17s for conversion to a land-based air-sea rescue configuration. The Army Air Forces had enjoyed success with their conversion of the B-17G into a lifeboat-equipped air-sea rescue platform put to limited use in Europe and larger use in the Pacific in the last days of World War II. The USAAF

A line of USCG PB-1Gs, all with the Higgins droppable boats installed under the bomb bays. Also on the line is a Martin PBM Mariner, also used for air-sea rescue. (USCG)

designated the modified *Fortress* as the B-17H and at least 130 were eventually modified. With the end of the war and the availability of new B-17s in large numbers, the USCG was able to procure 16 *Fortresses*. Actually, a total of 20 Vega-built B-17Gs were earmarked in the summer of 1945 by the U.S. Army Air Forces for transfer to the Coast Guard via the Navy. Of these, only 16 were actually transferred. Several additional B-17Gs were used by the USCG between 1948 and 1950 but they were primarily employed in administrative transport and some were on loan from the USAF. These aircraft were designated as PB-1Rs.

The U.S. Coast Guard, as noted above, actually acquired a total of 16 B-17s from a group of 20 set aside by the Army Air Forces in the summer of 1945. These 16 aircraft were transferred to the Coast Guard via the Navy through 1946. The Navy performed the modifications necessary to bring them to the PB-1G configuration. The record suggests that the Army Air Forces originally earmarked 20 new Vega-built B-17s, but two were damaged at South Plains, Texas, in February 1946 and never transferred, while two others were apparently not needed by the USCG and thus not transferred. The B-17Gs going to the Coast Guard were contained in a fairly complete block of USAAF serials between 44-85821 through 44-85839, with 44-85832 and 44-85836 being excluded. Also, 44-85806 and 44-85812 were part of this PB-1G group. This serial block represents the last part of the last block of Vega-built B-17Gs accepted by the USAAF in July 1945. These B-17Gs remained in storage with the USAAF through February 1946 when they were flown to Rome, New York, to await delivery to the Navy. The Navy accepted the aircraft, assigned Navy serials, modified them, and eventually delivered them to the Coast Guard beginning in the summer of 1946 and extending through December 1946, when the last one was delivered.

Additionally, in May 1947, the USCG obtained directly from the USAAF a new B-17G for possible conversion to an ASR configuration. This aircraft remained in storage for nearly a year with the USCG before being passed along to the Navy. Also, three USAAF B-17Gs were lent to the USCG for VIP transport and were unofficially termed PB-1Rs by the USCG.

Thus, in summation, the USCG could count as having had in their inventory 16 PB-1Gs, three PB-1Rs, and one PB-1, for a total of 20 transferred B-17Gs. The 16 PB-1Gs, having been transferred through the Navy, had USN BuNos assigned which were carried forth as USCG serials. The PB-1Rs used variations of their USAAF serials for USCG operations.

Of the 16 PB-1Gs operated by the USCG, four were lost in operational accidents (CG 77252, 77253, 77256, and 77257). Another three (CG 77248, 82856, and 82857) were returned, along with a PB-1 (85832), to the Navy in 1948 and scrapped for parts to support the USN PB-1W program. Of the remaining nine, eight were released in surplus sales between

1956 and 1959 and were transferred to the U.S. civil register. The fate of the other PB-1G (CG 82855) is unknown but it was active through the mid-1950s and was removed from USCG service in 1957.

The three PB-1Rs operated by the USCG were only temporarily loaned from the USAF and were returned to that service. The sole USCG PB-1 was transferred, along with three PB-1Gs, to the Navy in 1948 and scrapped to support the Navy's PB-1W program.

PB-1G Disposal—Thus, a total of eight PB-1Gs survived their USCG service to see duty on the U.S. civil register. They were sold via auctions held at CGAS Elizabeth City, North Carolina, where PB-1Gs' excess to USCG needs were stored.

The first sale occurred on 26 October 1956 and saw PB-1G 77245 sold to a North Carolina aircraft broker. Two more PB-1Gs (CG 77246 and 77250) were sold to the same broker on 16 May 1958. Another four (CG 77249, 77250, 77251, and 77255) were sold, along with four surplus USCG PB4Y-2 *Privateers*, by auction in June 1958. Finally, the last PB-1G in service and, in fact, the last manned B-17 type in U.S. military service, was retired from U.S. Coast and Geodetic Survey work in October 1959. That aircraft, CG 77254, was sold via auction on 8 March 1960, a sale which brought the B-17's Coast Guard service to an end.

The general availability of the B-17 type in the late 1950s was good, as the Navy, Coast Guard, and Air Force were all releasing their B-17s for sale. For the most part, auction prices of surplus PB-1Gs ranged between \$6,000 and \$7,000, with the exception being the first 1956 sale which brought over \$25,000 for CG 77245 (no doubt due to the short supply of B-17s available to civil operators at that early date).

Initial utilization of the surplus PB-1Gs in the civil market was split between aerial survey, aerial application (primarily pesticides) and cargo work. One surplus PB-1G (CG 77247) only stayed on the U.S. civil register long enough to be ferried to Peru to join that country's civil fleet.

Two of the PB-1Gs ended up being exported to Bolivia for use as cargo haulers and both were eventually lost in service. Several former PB-1Gs were lost in domestic service, primarily as a result of pesticide spraying operations. Finally, two former PB-1Gs ended their U.S. civil careers as air tankers, and those two examples now survive in museums where they are configured and displayed as B-17Gs. □

ABOUT THE AUTHOR

Scott Thompson holds a long-term interest in World War II vintage military aircraft and has written numerous articles for a variety of aviation publications. His first book, *Final Cut*, was a three-year project undertaken to document the often-overlooked history of the Boeing B-17 *Flying Fortress* in postwar civil and military service. The above material and the accompanying table are drawn from his new book entitled *B-17 in Blue: The Flying Fortress in U.S. Navy and U.S. Coast Guard Service* (as published by Aero Vintage Books, P.O. Box 1508, Elk Grove, California 95759-1508). This is his second contribution to the *Journal*.

Scott has worked in the aviation industry since 1975 as a pilot, flight instructor, and air traffic controller. He has been employed by the Federal Aviation Administration since 1984 and currently works as an Airspace System Inspection Pilot where he performs airborne navigation aid inspections and develops instrument approach procedures. He holds an Airline Transport Pilot rating and has amassed over 3,700 hours of flight time. He lives in the Sacramento, California area with his wife, Lisa, and their three sons.

CG 77254 operated with the U.S. Coast and Geodetic Survey for over a decade between 1947 and 1959. Equipped with a sophisticated mapping camera, the PB-1G was used to photograph much of North America for detailed charting purposes.
(P. Bowers)



PB-1 SUMMATION TABLE

USAAF				USN				USCG				CIVIL		REMARKS
C/N	Desig.	S/N	Deliv.	To USN	Desig.	S/N	Dispos.	To USCG	Desig.	S/N	Dispos.	Registration	Dispos.	
BOEING BUILT														
7660	B-17G-45-B0	42-97177	2-4-44	3-50	None	None	SC	9-48	PB-1R	CG97177	SO 1949	—		
VEGA BUILT														
17-6583	B17G-1-VE	42-39840	9-15-43	4-23-45	"PB-1W"	"39840"	SO 9-46	None				None		AS XB-17G Loaned to USN Testbed
17-8480	B-17G-95-VEB	44-85771	3-23-45	8-46	XPB-1	83992	SO 10-53	None				None		To USN from WAA
17-8588	B-17G-100-VE	44-85679	4-24-45	6-16-50	PB-1W	77138	SO 7-10-56	None				N6460D (NTU) N5225V (12-2-57)	CR 3-6-64	CR. Santo Domingo
17-8592	B-17G-100-VE	44-85683	4-26-45	6-30-45	XPB-1	77258	SO 9-50	None				None		SC. by USN
17-8640	B-17G-100-VE	44-85731	5-18-45	3-27-47	PB-1	83996	SO 6-47	None				None		SC. for Parts
17-8656	B-17G-110-VE	44-85747	5-19-45	8-20-47	"PB-1"	"83999"	SO 54	None				None		From USAF for Testbed
17-8657	B-17G-110-VE	44-85748	5-22-45	3-27-47	PB-1	83997	SO 6-47	None				None		SC. for Parts
17-8671	B-17G-110-VE	44-85762	5-28-45	3-27-47	PB-1	83998	SO 6-47	None				None		SC. for Parts
17-8715	B-17G-110-VE	44-85806	7-22-45	8-15-46	PB-1G	77245	SO 1946	11-7-46	PB-1G	CG 77245	SO 12-1-55	N7739B (10-26-56) N117W (3-1-57) CP-762 (12-64)	CR 12-10-64	CR. La Paz, Bolivia
17-8721	B-17G-110-VE	44-85812	7-26-45	4-1-46	PB-1G	77246	SO 7-31-46	8-12-46	PB-1G	CG 77246	SO 2-14-58	N4710C (9-5-58)	CR 5-8-76	Sprayer
17-8730	B-17G-110-VE	44-85821	7-6-45	4-46	PB-1G	77247	SO 7-31-46	7-29-46	PB-1G	CG 77247	SO 7-29-58	N2873G (59) OB-SAA-532 (11-18-60) OB-R-532 (1964)	CR? 65	CR. 1965, Peru
17-8731	B-17G-110-VE	44-85822	7-7-45	4-46 7-31-48(1)	PB-1G PB-1G	77248 77248	SO 7-31-46 SO 1-50	9-1-46	PB-1G	CG 77248	SO 6-10-48	None		Reinstated to USN as Surplus
17-8732	B-17G-110-VE	44-85823	7-9-45	3-28-46	PB-1G	77249	SO 7-31-46	7-17-46	PB-1G	CG 77249	SO 8-20-58	N3192G (1959)	CR 3-26-60	Export to Peru
17-8733	B-17G-110-VE	44-85824	7-10-45	3-28-46	PB-1G	77250	SO 7-31-46	7-29-46	PB-1G	CG 77250	SO 12-17-57	N4711C (1-12-58) N8055E (NTU) N9347R (4-30-62) CP-964 (7-62)	CR 12-18-63	CR. El Alto, Bolivia
17-8734	B-17G-110-VE	44-85825	7-11-45	7-45	PB-1G	77251	SO ?	10-4-46	PB-1G	CG 77251	SO 5-58	N7901C (10-14-58)	DBF, 1959	Destroyed by Fire
17-8735	B-17G-110-VE	44-85826	7-12-45	7-45	PB-1G	77252	SO ?	10-4-46	PB-1G	CG 77252	CR 10-6-46	None		CR. CGAS San Francisco
17-8736	B-17G-110-VE	44-85827	7-13-45	10-46	PB-1G	77253	SO ?	12-27-46	PB-1G	CG 77253	CR 8-26-53	None		Salvaged for Parts
17-8737	B-17G-110-VE	44-85828	7-13-45	9-9-46	PB-1G	77254	SO ?	10-14-46	PB-1G	CG 77254	SO 10-59	N9323R (3-8-60)	WFU 1976	Display. 390th Museum, Tucson

USAAF				USN				USCG				CIVIL		REMARKS
C/N	Desig.	S/N	Deliv.	To USN	Desig.	S/N	Dispos.	To USCG	Desig.	S/N	Dispos.	Registration	Dispos.	
17-8738	B-17G-110-VE	44-85829	7-16-45	6-46	PB-1G	77255	SO ?	7-27-46	PB-1G	CG 77255	SO 9-10-58	N3193G (5-11-59)		Under Restoration
17-8739	B-17G-110-VE	44-85830	7-17-45	6-46	PB-1G	77256	SO ?	12-4-46	PB-1G	CG 77256	CR 5-29-56	None		CR. NAS Norfolk, VA
17-8740	B-17G-110-VE	44-85831	7-25-45	4-46	PB-1G	77257	SO ?	8-14-46	PB-1G	CG 77257	CR 3-14-52	None		CR. Goose Bay, Labrador
17-8741	B-17G-110-VE	44-85832	7-19-45	7-31-48	PB-1	84000	SO 1-50	5-19-47	PB-1	CG 85832	SO 8-25-48	None		To USCG from USAF; to USN
17-8742	B-17G-110-VE	44-85833	7-20-45	None				None				None		Earmarked, Not Transferred
17-8743	B-17G-110-VE	44-85834	7-21-45	4-46 7-31-48	PB-1G PB-1G	82856 82856	SO 7-31-46 SO 1-50	8-25-46	PB-1G	CG 82856	SO 6-10-48	None		To USN from USCG for Parts
17-8744	B-17G-110-VE	44-85835	7-23-45	None				None				None		Earmarked, Not Transferred
17-8746	B-17G-110-VE	44-85837	7-25-45	4-46 (2)	PB-1G	82855	SO ?	8-14-46	PB-1G	CG 82855	SO 4-1-47	None		To USN for Scrapping, 4-57
17-8747	B-17G-110-VE	44-85838	7-25-46	4-46 7-31-48	PB-1G PB-1G	82857 82857	SO 7-31-46 SO 1-50	11-19-46	PB-1G	CG 82857	SO 8-27-48	None		To USN for Scrapping, 8-48
17-8748	B-17G-110-VE	44-85839	7-27-45	None				None				None		Earmarked, Not Transferred
17-8749	B-17G-110-VE	44-85840	7-28-45	None				None				CP-620 (1956) N620L (1968)		Earmarked, Not Transferred
DOUGLAS BUILT														
8457	B-17F-75-DL	42-3251	7-19-43	3-45	XPB-1U	34106	SO 9-30-46	None				None		Scrapped by USN, Norfolk
32104	B-17G-85-DL	44-83463	3-13-45	3-50	PB-1W	77137	SO 7-10-56	None				None		Scrapped by USN, Norfolk
32179	B-17G-85-DL	44-83538	4-2-45	5-31-45	XPB-1W	34114	SO 7-10-56	None				N5235V (NTU) N7726B (12-2-57) OB-SAC-576 (2-19-61)	CR 3-30-63	
32392	B-17G-95-DL	44-83751	5-28-45	3-27-47	PB-1	83993	SO 6-47	None				None		To USN from WAA for Parts
32450	B-17G-95-DL	44-83809	6-18-45	None				2-10-48	PB-1R	CG 83809	SO 12-22-48	CP-626 (12-18-56)	CR 10-25-59	To USCG from USAF on Loan
32451	B-17G-95-DL	44-83810	6-10-45	3-27-47	PB-1	83994	SO 6-47	None				None		To USN from WAA for Parts
32486	B-17G-95-DL	44-83845	6-29-45	3-27-47	PB-1	83995	SO 6-47	None				None		To USN from WAA for Parts
32496	B-17G-95-DL	44-83855	7-3-45	7-14-45	PB-1W	77225	CR 12-11-51	None				None		Crashed, NAS San Diego
32498	B-17G-95-DL	44-83857	7-3-45	7-14-45	PB-1W	77226	SO 7-10-56	None				N7228C (10-25-57)	CR 8-29-67	
32499	B-17G-95-DL	44-83858	7-5-45	7-14-45	PB-1W	77227	SO 7-10-56	None				N6461D (NTU) N5226V (12-2-57) CP-742 (1964)	CR 7-21-65	Crashed, Santa Ana, Bolivia
32500	B-17G-95-DL	44-83859	7-5-46	7-14-45	PB-1W	77228	SO 7-10-56	None				N6462D (NTU) N5228V (12-2-57) OB-LIN-623 (12-21-63) OB-SAC-623 (12-24-62) CP-767 (4-17-65)	CR 4-67	Crashed, Bolivia
32502	B-17G-95-DL	44-83861	7-4-45	7-14-45	PB-1W	77229	SO 7-10-56	None				N6463D (NTU) N5227V (12-2-57) CP-741 (1964)	CR 10-30-64	Crashed, San Borja, Bolivia
32503	B-17G-95-DL	44-83862	7-5-45	7-14-45	PB-1W	77230	SO 12-21-53	None				None		CR NAS Patuxent
32504	B-17G-95-DL	44-83863	7-5-45	7-14-45	PB-1W	77231	SO 7-10-56	None				N6464D (NTU) N5233V (12-2-57)	WFU 1975	Display, Eglin AFB
32505	B-17G-95-DL	44-83864	7-6-45	7-14-45	PB-1W	77232	SO 7-10-56	None				N6465D (NTU) N5234V (12-2-57) XB-80E (1-3-58) N73648 (3-2-64)	CR 12-7-72	Crashed, Silver City, NM
32509	B-17G-95-DL	44-83868	7-6-45	7-14-45	PB-1W	77233	SO 7-10-56	None				N6466D (NTU) N5237V (12-2-57)	WFU 1983	Display, Hendon, UK
32510	B-17G-95-DL	44-83869	7-6-45	7-14-45	PB-1W	77234	SO 7-30-56	None				None		Scrapped by USN
32513	B-17G-95DL	44-83872	7-13-45	7-16-45	PB-1W	77235	SO 7-10-56	None				N7227C (10-1-57)		CAF, Houston, Texas
32514	B-17G-95-DL	44-83873	7-10-45	7-12-45	PB-1W	77236	SO 7-10-56	None				CF-JJH (1957)	SC 1962	Scrapped, Canada
32515	B-17G-95-DL	44-83874	7-13-45	7-16-45	PB-1W	77237	SO 7-10-56	None				N6467D (NTU) N5236V (12-2-57)	SC 1963	Scrapped, Dallas, Texas
32516	B-17G-95-DL	44-83875	7-13-45	7-16-45	PB-1W	77238	SO 7-10-56	None				N6468D (NTU) N5231V (12-2-57) CP-640 (1958)	CR 8-17-67	Crashed, La Paz, Bolivia
32517	B-17G-95-DL	44-83876	7-11-45	7-16-45	PW-1W	77239	CR 2-14-50	None				None		Crashed, Glenview
32518	B-17G-95-DL	44-83877	7-13-45	7-16-45	PB-1W	77240	SO 7-10-56	None				N6469D (NTU) N5232V (12-2-57)	SC 1962	Used in "War Lover" and scrapped
32519	B-17G-95-DL	44-83878	7-20-45	7-26-45	PB-1W	77241	SO 1-55	None				None		Scrapped by USN
32520	B-17G-95-DL	44-83879	7-18-56	7-18-45	PB-1W	77242	SO 7-10-56	None				None		Scrapped by USN
32524	B-17G-95-DL	44-83883	7-13-45	7-18-45	PB-1W	77243	SO 7-10-56	None				N6470D (NTU) N5229V (12-2-57)		Used in "War Lover" and scrapped
32525	B-17G-95-DL	44-83884	7-10-45	7-23-45	PB-1W	77244	SO 7-10-56	None				N6471D (NTU) N5230V (12-2-57)	WFU 1979	Display, Barksdale AFB, LA

Abbreviations: CR—Crashed; NTU—Not Taken Up; SC—Scrapped; SO—Struck Off; WFU—Withdrawn From Further Use.